

## Hoppe, Michael

---

**From:** Vaughn, Stephanie  
**Sent:** Wednesday, September 11, 2013 1:40 PM  
**To:** gary.kassof@uscg.mil  
**Cc:** Stan Kaczmarek; Hoppe, Michael; Flanagan, Sarah; Hick, Patricia; Basso, Ray  
**Subject:** RE: BRIDGE STREET BRIDGE

Thank you for your follow up email. There are a couple more points I'd like to make.

1. The county asked our dredging contractor if tug boats could be used to move the bridge. The contractor stated that a downward pull while opening the bridge could further damage the structure, so tug boats should not be used. However, he advised that using tow trucks to open/close the bridge would not apply the same downward pull and, thus, use of this approach should not cause further damage. In fact, tow trucks were used to close the bridge when it initially got stuck in the open position on August 31st, and I am told the closure went smoothly.

2. Note that we have been checking the bridge on a regular basis and have not noticed that any repair work has started. Can you please confirm whether the estimated 30-day repair period has indeed started, and what the current schedule is?

I will be out of the office after 2:00 today and will not have access to email. You can call me at 212-637-3914 if you have any questions (I'll have my calls forwarded).

In addition, I have copied several people on this email who are involved with the project. Stan Kaczmarek represents the group of responsible parties conducting the work and the others work with me at EPA. If you could keep them in the loop, I would appreciate it.

Many thanks again,  
Stephanie

-----Original Message-----

From: gary.kassof@uscg.mil [mailto:gary.kassof@uscg.mil]  
Sent: Wednesday, September 11, 2013 1:16 PM  
To: hdemellier@hcnj.us  
Cc: Vaughn, Stephanie; Irodriguez@essexcountynj.org; Svargese@hcnj.us; Wally Wolfe; Arca, Joe M CIV; Watson, Yosef D MST1; Muilenburg, Wayne A CAPT  
Subject: RE: BRIDGE STREET BRIDGE

Mr. Demellier,

Thank you for your quick reply and we will await your further response.

Information we have received from EPA is that in fact the clean-up operation on the Passaic River, upstream of the bridge is not a multi-year project. Rather it is a Time Critical Removal Action being conducted under an Administrative Order with specific time frames as part of the larger 17 mile multi-year project from Newark Bay to the Dundee Dam.

I do have a couple of questions:

- a. How long will it take to remove the gear and bearing assemblies; how long will the bridge remain open and when will this occur.
- b. After the gears and bearings are removed in the open position the bridge will be placed in the closed position. How will this be accomplished? And if it can be done without further damage at that point what would prevent the bridge from opening and closing twice a day afterward?
- c. Generally, fabrication of parts can be a lengthy process with machine shops working normal 8 hour shifts. We would strongly recommend that double shifts be authorized to reduce the repair period.
- d. While detours are not necessarily simple to establish there are 3 other vicinity bridges available: Clay Street, Jackson Street and Stickle Memorial (RT-280). What are the ADT volumes over each and their ability to handle the traffic detoured from Bridge Street.
- e. The dredge contractor has equipment upstream of the bridge that they are anxious to remove. How can they be accommodated?

Ultimately the CG is looking for accommodation from all parties to the extent possible.

GARY KASSOF

Bridge Program Manager

First Coast Guard District

This draft message and any attachments may contain attorney-client communications, attorney work product, and agency deliberative communications, all of which may be privileged and not subject to disclosure outside the agency or to the public. Please consult with the U.S. Coast Guard, Office of The Judge Advocate General before disclosing any of information contained in, or attached to, this email.

-----Original Message-----

From: hdemellier@hcnj.us [mailto:hdemellier@hcnj.us]

Sent: Wednesday, September 11, 2013 12:33 PM

To: Kassof, Gary CIV

Cc: vaughn.stephanie@epa.gov; lrodriguez@essexcountynj.org; Svargese@hcnj.us; Wally Wolfe; Arca, Joe M CIV; Watson, Yosef D MST1; Muilenburg, Wayne A CAPT

Subject: Re: BRIDGE STREET BRIDGE

This option was reviewed last week. Opening this bridge under torque conditions allows for the possibility of further damage. This was also stated, in front of other people, by the engineer for the dredging g contractor. Once the bridge is opened under these conditions, it will remain open. Please refer to original e-mail responses to Mr. Arca, USCG. I must admit that I am

perplexed by the 30 day urgency concerning a multi year project. Having said that, I can look at the possibility of opening and closing the structure while the gear and bearing mechanisms are removed from the bridge.

On Sep 11, 2013, at 12:19 PM, "Kassof, Gary CIV" <gary.kassof@uscg.mil> wrote:

> All,

> I have reviewed the email traffic related to the emergency outage

> at the Bridge Street Bridge and had several telcons with various

> interests; marine, bridge owner, EPA. We understand the pressures on

> all parties; however, a resolution in the near term may be possible.

> In conversation with EPA, the clean-up coordinator and issuer of an

> Administrative Order that requires clean-up of the environmental hot

> spot in the Passaic River, a compromise was presented. The clean-up

> operation can proceed and important environmental time schedule met if

> the contractor has access upstream of the bridge in the overnight

> period. This would require that the Bridge Street Bridge open at night

> and remain in the open position (for navigation) until the morning

> rush hour, at which time it would close and be available for vehicular

> traffic all day until after the evening rush, at which time the cycle

> would repeat.

> It seems to the Coast Guard that minimizing the physical opening of

> the swing span to only two operations a day could be an acceptable

> scenario to protect the bridge from further damage while accommodating

> an important environmental clean-up. The inability of the clean-up to

> continue at this time may result in an undesirable environmental

> condition with contaminated dredged spoil exposed to the environment

> until removal and capping operations could continue in 2014.

> We hope that the Hudson-Essex County Bridge Commission will

> consider this compromise and accept this operational scenario until

> the bridge is back in service. We are available to meet or set up a

> conference call among all parties to discuss further if necessary. Of

> course time is of the essence so a response within 24 hours would be

> appreciated.

> Thank you all.

>

> GARY KASSOF

> Bridge Program Manager

> First Coast Guard District  
>  
> This draft message and any attachments may contain attorney-client  
> communications, attorney work product, and agency deliberative  
> communications, all of which may be privileged and not subject to  
> disclosure outside the agency or to the public. Please consult with  
> the U.S. Coast Guard, Office of The Judge Advocate General before  
> disclosing any of information contained in, or attached to, this  
email.  
>  
>